of Delhi and Mumbai airports through joint venture route with Public Private Participation to make them world class standards. In priniciple approval has also been granted for modernisation of Chennai airport and work being taken up for Kolkata airport. Various expansion plans at Delhi and Mumbai airports are to be completed by 2010 and 2015 respectively. Government has also initiated action for modernisation of 35 non-metro airports on city side in a phased manner to be completed by 2010. Besides, Airports Authority of India (AAI) has undertaken development/modernisation works at airports at trichy, Madurai, Coimbatore, Amritsar, Hyderabad, Visakhapatnam, Ahmedabad, Surat, Vadodara, Khajuraho, Bhopal, Nagput, Calicut, Mangalore, Bangalore, Dehradun, Srinagar, Chandigarh, Gaya, Silchar, Dibrugarh, Jaipur, Udaipur, Jaiselmer, Jodhpur, Lucknow, Varanasi, Agatti, Gaya, Pune which are at various stages of implementation.

(e) The points relating to Civil Aviation identified for consideration by Committee on Infrastructure are Statutory Regulator, Model Concession Agreement, Civil Aviation Policy, Empowered COS on Inter-Ministerial and Central-State Issues, Plan for development of Airports, Revamping of AAI and Mumbai and Delhi airports

Loss making airports

1477. SHRI SANJAY RAUT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Airports Authority of India has been facing huge loss from around 110 airports in the country;

(b) if so, the details thereof;

(c) the steps taken or proposed to be taken for making these airpots profitable in the near future;

(d) whether Government have made any plan for loss making airports in the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL):(a) Yes, Sir. Airports Authority of India (AAI) has been incurring huge losses at most of the airports in the country. Out of 126 airports managed by AAI only 10 airports have made profits during 2004-05.

(b) The details of loss making airports (Rupees in lakh) during 2004-05 are as under:

Portblair (357 43), Cuddapah (8.06), Rajamundry (137.78), Triupatti (401.34), Vijaywada (332.48), Vishakhapatnam (270.79), Passighat (4.09), Tezu (19.02), Dibrugarh (412.79), Guwahati (5109.67), Jorhat (172.37) Lilabari (203.27), Rupsi (2.15), Silchar (149.48), Tezpur (61.73), Gaya (642.23), Patna (1193.64), Chandigarh (279.75), Raipur (362.31), Delhi-Safdarjung (702.07), Ahmedabad (196.37), Bhvanagar (356.32), Bhuj (132.61), Jamnagar (77.73), Kandla (56.78), Keshod (62.13), Porbandar (190.57), Surat (28.77), Rajkot (307.32), Vadodara (199.6), Kangra (196.10), Kullu (298.67), Shimla (267.04), Jammu (519.51), Leh (10.83), Srinagar (34.53), Ranchi (665.9), Belgaum (158.65), Hubli (130.81), Mangalore (636.4), Trivandrum (439.79), Agatti (131.04), Bhopal (888.4), Gwalior (205.85), Indore (315.87), Jabalpur (370.19), Khajuraho (673.28), Aurangabad (362.33), Kolhapur (0.06), Nagpur (2918.72), Impal (275.38), Shillong (115.59), Lengopui (61.22), Dimapur (266.79),Bhubaneshwar (1470.95), Jharsuguda (50.56), Pondicherry (29.86), Amritsar (755.58), Ludhiana (142.91), Pathankot (170.3), Jaipur (1275.75), Jaisalmer (45.7), Jodhpur (248.89), Kota (11.89), Nal (115.39), Udaipur (408.44), Coimbatore (21.07), Madurai (399.34), Salem (22.48), Tiruchirapalli (498.77), Tuticorin (28.08), Vellore (5.39), Agartala (848.77), Kailashahar (11.71), Agra (466.46), Allahabad (1613.44), Gorakhpur (3.37), Kanpur (173.90), Lucknow (1080.06), Varanasi (1455.74), Dehradun (126.78), Pantnagar (89.58), Bagdogra (129.12), Balurghat (4.07), Behala (20.30), Cooch-behar (12.30), and Malda (6.38),

(c) to (e) The availability of very low traffic is the main reason for incurring consistent losses at the loss making airports. Therefore, it is very difficult to convert the loss making airports into profit making airports. It can be made profitable only if the traffic increases at these airports. However, steps have been taken/proposed to be taken to increase the non-traffic revenue wherever possible and to reduce the controllable expenditure.

Committee on modernisation of airports

1478. SHRIMATI BRINDA KARAT:
SHRI DIPANKAR MUKHERJEE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an Alternate Plan Review Committee was constituted by Chairman, Airports Authority of India (AAI) to examine the modernisation proposal of Mumbai and Delhi airports prepared by AAI Employees Joint Forum;

(b) if so, the brief outline of the recommendations of the report;

(c) the date of submission of the report;